

YALE DEMOCRATIC -HADLEY TO ALUMNI

Head of University, in Chicago, Says It Is Becoming More National.

ATHLETIC REVERSES CAUSE FOR REGRET

Sport at New Haven Must Be Developed Along Lines Enlarging Spirit of Play.

(By Telegraph to The Tribune.)
Chicago, Feb. 28.—President Arthur T. Hadley of Yale told the Chicago alumni to-night at their annual dinner that democracy was no longer equality, but was a public spirit. The Yale executive head came a thousand miles to outline the university's aspirations and to describe existing conditions to the graduates, and he defined the democracy of the present day as life governed by public opinion. He insisted that the democratic spirit at Yale was keener and stronger than ever and that Yale was more a national university than ever.

In speaking of the athletic reverses of the Yale teams Dr. Hadley said that he hated to see Yale lose as heartily as any one else did, but that university sport must be developed along lines that developed the spirit of play in the institution. He declared that the social system was also spreading in a democratic way. President Hadley said, in part:

"Fundamentally the character of the Yale student body does not vary very greatly from year to year. It is the great and distinctive advantage of the old institution that it has its traditions as to student life and student work. The men who care for these traditions come to such a college, even at the sacrifice of money and effort, in preference to places for which they could prepare themselves more easily and at which they could maintain themselves at less expense."

"Fear has been expressed that as time went on Yale might become less national and less democratic. I do not find that these apprehensions are warranted by the facts. Five years ago we had 137 students from Illinois and 1,189 from Connecticut—a proportion of approximately one to eight. To-day we have 169 students from Illinois and 1,008 from Connecticut—a proportion of approximately one to six. Nor do I believe that the democratic spirit of Yale is less marked to-day than it was five or ten or twenty years ago."

"Inequalities of wealth are greater at Yale, just as inequalities of wealth are greater throughout the country; but we have learned at Yale, as we have learned throughout the country, that the ideal of democracy is not equality, but public spirit. In this essential element of public spirit—in having a place governed by public opinion of which each man forms a part and under which each man is valued for what he can do, independent of adventitious circumstances—I believe that Yale is as pre-eminent to-day as it ever was in the course of its history."

"The problems of student life at Yale or anywhere else may be divided into two classes: Problems of play and problems of work, the latter being the more important. By a curious paradox, our difficulties with work run on opposite lines. Our play has in times past been too much organized and too highly specialized. Those who devoted themselves to play had too much of it, and the college world thinks too much of individual success in it. The problem is to provide fair and good opportunities for everybody."

"With college work it is different. Yale has been, I believe, rather unusually successful in providing fair opportunities of work for everybody and requiring a high general standard of performance. The difficulty is that we have not developed an intense interest in certain lines of work as we have developed an intense interest in certain lines of play."

"To-day there is improvement in both of these respects. There is a much larger number of men that engages in outdoor sport of every kind, not because they have a chance of representing the university in intercollegiate contests, but because they enjoy it and get good out of it."

FALL KILLS DYING MAN

Heart Disease Victim Drops Off Truck, Fracturing Skull.

Patrick Hussey, of No. 119 West 25th street, a driver for Burns Brothers, coal dealers, fell from his seat on one of their coal trucks at 32d and Broadway early last night, and when Patrolman Reynolds, of the West 100th street station, reached the man he was dead. The policeman saw the man stand up in his seat, clutch at his heart and then fall.

Dr. De Corsey, of the Polytechnic Hospital, said the man's skull was fractured, but that doubtless he had suffered an attack of heart disease.

IRONERS GET MORE PAY

Wage Trouble of Laundry Workers All Smoothed Out Now

Ironers and pressers, members of Ladies' Waist and Dress Makers' Union No. 25, received an advance in wages yesterday under the protocol between the union and the Ladies' Waist and Dress Manufacturers' Association.

The wages of the women ironers were increased from \$12 to \$13 a week, of the men ironers from \$15 to \$16 and of the shirt ironers from \$20 to \$22 a week.

N.Y. TO ADOPT C. P. R. PURCHASING PLANS

System Followed on Canadian Road Recommended by Prendergast.

(By Telegraph to The Tribune.)
Ottawa, Ont., Feb. 28.—Controller Prendergast of New York City has recently made, through the courtesy of the company, a complete examination of the purchasing system of the Canadian Pacific, the purchasing department of which buys \$30,000,000 worth of supplies annually. As a result of this examination New York is to adopt the great Canadian railway's purchasing system. In a statement issued to-day from Montreal Mr. Prendergast says:

"Every dollar's worth of this tremendous amount of supplies and material of all kinds is purchased by a general purchasing agent upon adequate specifications, with perfect control over quantities and prices, upon requisition before purchase through the medium of centrally located storehouses, and equally complete control is maintained over storehouse stocks and distribution to thousands of delivery points, extending across the continent from the Atlantic to the Pacific."

"By means of simple forms requisitions are made out and filled with amazing promptness, without storehouse overstocks, largely because one of the aims of the system is to keep a two months' stock of materials and supplies in greatest demand on hand in the storehouse all the time."

"Every form is designed to secure, in addition to contributing to the permanent records, the closest kind of control over the quantities and cost of supplies and materials."

"With only such changes as are necessary to adapt it to the city's requirements this system and its forms are embodied in a plan now being submitted for the City of New York."

An officer of the city Finance Department said last night that the plan adopted by it for a central purchasing bureau closely followed that of the Canadian Pacific Railroad in many particulars. In others, however, it differs considerably. The modified plan will be put into operation, if a law now before the Legislature is passed. A bill for the establishment of a central purchasing bureau was introduced at Albany a year ago, but died in committee.

Organizing in Civil Service.

The announcement was made last evening by Patrick J. Duffy, one of the organizers of the American Federation of Labor, who is now in New York, that, in accordance with instructions issued at the Seattle convention of the Federation, arrangements have been made by him for a conference in this city early this week of representatives of employees of all branches of the federal civil service, to form a plan of organizing a national union of civil service employees.

Arthur Gallagher and F. H. Ainsworth, both of San Francisco, will speak.

MUST BE SOLON TO RUN MOTORBOAT

After Starting Engine You Now Have to Answer 150 Questions.

THEN ELIGIBLE TO U. S. POWER SQUADRON

Yachtsmen Regard Local Organization as Important Step in Safety Crusade.

What is regarded by shipowners, insurance men and yachtsmen as one of the most important steps yet taken to safeguard the lives of the thousands of persons who in summer cruise the local waters in motor boats and power driven yachts was the action taken by the Hudson River section of the United States Power Squadron at a meeting held at the Colonial Yacht Club on Friday night.

At this meeting the question of the standardization of the examination which the members of the squadron must pass was taken up and perfected. The man who owns and operates a power boat must now be able to answer about 150 questions before he can be admitted to the power squadron, receive his certificate and be permitted to fly its pennant.

A power squadron has been in successful operation in Massachusetts Bay for more than a year under the direction of the officers of the Boston Yacht Club. At the request of the Navy Department, it was formally organized as a national body at the New York Yacht Club on February 2 of this year, with Roger Upton, of the Boston Yacht Club, as commander. Branches, or sections, are to be formed all over the United States.

The main subjects of the examination, which 26 out of 35 motor boat men of the Hudson River section have already passed, are: Experience and fitness, rules of the road, special whistles and fog signals, sound signals, navigating in fog, lights for steam vessels and motor boats, lights for towes, the compass and its uses, buoys and other aids to navigation, chart and its uses, equipment for power boats and its familiarity with local waters.

Under "Rules of the Road" a motor boat man is required to know the right of way which exists when boats meet head-on, diagonally, are overtaking each other, or are backing out of a slip. He must know what whistles to use in every case, including the proper whistles of distress and signals for drawbridge. The candidate is taught by the special committee what his duties are when proceeding in a fog or at anchor. The danger of cross signals is especially emphasized. He must also be familiar with the lights for inland and oceangoing steam vessels, towboats and barges.

A candidate must be able to box the compass in either direction and know the method of detecting its variation and deviation. He must also be able to lay off a course on the chart between various points and determine his position by cross bearings and the four-point bearing. Besides being familiar in a general way with the waters he expects to navigate, he must be able to tell the name and location of the principal lighthouses and light vessels in these waters. The essential features of the use of the log and the lead line and of the international code of signals are also included in the examination.

Courses of instruction are now being held one night a week at one of the clubs in the Hudson River Yacht Racing Association, and before the yachting season opens it is expected that more than fifty boat owners will have qualified for the squadron.

The officers of the Hudson River section are: Commodore E. P. Pratt, of the Colonial Yacht Club, commander; Commodore Worthington Scott of the Tappan Zee Yacht Club, vice-commander; E. W. Marshall, of the Yonkers Yacht Club, secretary; L. Huxtable, of the Colonial Yacht Club, treasurer. The board of examiners and instructors consists of Commodore C. E. Chapman, New York Motor Boat Club; M. Collier, Newburgh Yacht Club; and L. Huxtable, Colonial Yacht Club.

FILIPINO SLAVERY DENIED

Dean C. Worcester's Charges Called False by Assembly.

Manila, Feb. 28.—The Legislative Assembly adjourned to-day after an all night session. A large amount of important work was done by the body during the session.

One of the last acts of the Assembly was to make reply to the report of Dean C. Worcester, former Philippine Secretary of the Interior, which charged that slavery existed in the islands. The reply said that investigation had shown that slavery, in a legal sense, did not exist in the archipelago, and that Mr. Worcester's charges were false.

A franchise was given to the Marconi company to erect forty wireless stations in the Philippines. The bill as originally proposed provided that in the event of war the American government might take over the wireless system. The bill was amended, however, so as to accord this right to the Philippine government instead of the American government. The amendment was proposed by Philippine Commissioner Vicente Ilustre.

Another measure, providing for the standardization of hemp, was enacted in spite of strenuous opposition by all the hemp exporters and many growers of the staple.

DR. BIGGS FAVORS CHEFS' INSPECTION

Lecturer at Cooper Union Also Defends Idea of State Free Medicine.

Restaurant cooks should be inspected.

Dr. Biggs.
The idea of state or municipal medicine was defended by Dr. Hermann M. Biggs in a lecture at Cooper Union last night. The citizen has become more and more dependent on the public health authorities and is, according to Dr. Biggs, the better for it. Dr. Biggs cited the Health Board of New York as an example of municipal medicine and the low death rate of to-day as compared with that of 1890.

Dr. Biggs said he knew that the improved public health had resulted in less work for physicians in private practice, but he offered as a remedy a larger degree of employment by the government.

"You will readily understand," said Dr. Biggs, "why the demands for physicians should have been decreasing in these recent years, and why the physicians everywhere are complaining of hard times. This has come about by the enormous decrease in the actual amount of sickness. Yet it must be said that the hard times of the doctors are due to their own activities, for it is through their earnest and effective labors that the change has been brought about. They have been unconsciously working to reduce their own incomes. More and more a method of payment to the doctors in one of the world's oldest civilizations must be adopted. I refer to the custom of the Chinese, who pay the physician to keep the individual well. Physicians will become more and more, as they indeed are already becoming, to a considerable extent in Germany, and still more so in Great Britain, under the Lloyd George insurance act, really government employees."

Dr. Biggs outlined the activities of the New York Health Board in the bureau of infant hygiene, illustrating how entirely the individual mothers of the tenements came under the control of the municipal authority. In this way the speaker said, infant mortality had been reduced to remarkably low proportions. Dr. Biggs cited the activities of the public authority in the case of contagious and infectious diseases, making a plea for an extension of the governmental activity in the interest of sanitation all along the line.

In response to a man in the audience after the lecture, who asked: "Don't you think the cooks in public restaurants ought to be inspected, in order to prevent them from communicating disease to patrons?" Dr. Biggs replied that he thought the suggestion a good one. In reply to another questioner, Dr. Biggs announced that he hoped to obtain sanitary supervisors in the State Department of Health, who could instruct the rural communities in the principles of sanitation.

TAILLESS FLYER TO GET TRY-OUT TO-DAY

"Military Scout," on Which War Men Have Eye, New Boland Invention.

PHILADELPHIAN IN INTERNATIONAL RACE

C. T. Weymann Also, Winner in 1911, Wires from Paris Reserving Place on Team.

A new type of aeroplane will be tried out this morning in the yards of the Boland Aeroplane and Motor Company, at the foot of Centre street, Newark. It is called the "Boland tailless military scout," and will be equipped with two "jibs" instead of the customary tail. It flies through the air as its builders seem to think it will, the War Department will put it through a few test stunts.

The Aero Club of America, through its president, Alan R. Hawley, announced yesterday the name of another of three American contestants in the coming international race for the James Gordon Bennett Cup, to be held in France September 29 to 31. He is Grover C. Bergdoll, of the Aero Club of Philadelphia. Bergdoll is the son of a wealthy brewer of that city, and has had many adventures with the police because of his admiration for high powered racing automobiles.

Clarence R. Wynne, president of the Aero Club of Philadelphia, wired Mr. Hawley that young Bergdoll was having the Wrights work on a specially constructed aeroplane for the race. Then Bergdoll wired for an immediate entrance and Hawley cabled the necessary fee to the Aero Club of Paris, asking them to reserve two additional places for the American team.

The third man on the team doubtless will be Charles Terres Weymann, who won the same contest for America in England in 1911. Mr. Weymann, from Paris, wired the Aero Club here and asked that Mr. Hawley reserve an entrance for him. He said that he was hopeful for the American entrants, and asserted that a Curtiss monoplane, with a big engine, capable of eighty-four miles an hour, would have every chance of winning the race.

Ingils M. Uppercu, president of the Cadillac company, and the man who made the announcement of the trial of the "Boland tailless military scout," had a bit to say about the Wright-Curtiss controversy.

"The attitude of Orville Wright," said he, "has kept out foreign machines and he has held back aviation in this country. And as for Mr. Curtiss, if he has been restrained from manufacturing the splendid machines he has aviation in America would not be on the map."

He then told a little about this new aeroplane, saying that it had no rudder, either a vertical or horizontal one, nor did it have any sort of a tail. The "jibs," he said, were two vertical fins, one at the end of each of the two planes. He said that the machine would "come around" more quickly and be under better control than any other.

\$43,338,000 ASKED FOR NAVY INCREASE

Minority Calls Appropriation Inexcusable Extravagance and Criminal Waste.

(From The Tribune Bureau.)
Washington, Feb. 28.—Accompanied by a minority report signed by four "little navy" Democrats, the naval appropriation bill was reported to the House to-day. The bill authorizes two new battleships, six torpedo destroyers, one seagoing submarine, three coast defence submarines and four small torpedo boats, the navy increase approximating \$43,338,000.

The total carried by the bill is \$123,964,333. The minority report, signed by Representatives Witherspoon, Hensley, Buchanan and Gray, declares that the appropriation recommended constitutes "an inexcusable extravagance and criminal waste of the public funds."

The four "little navy" Democrats, who reserved the right to oppose the bill on the floor, say the proposed appropriations exceed the largest amount ever spent in any one year by any other nation, and that the two battleships authorization is entirely unjustified.

There probably will be no party caucus of House Democrats on the naval bill this year, although Judge Witherspoon and his "little navy" associates would like to bring one about. Secretary Daniels recently told the House committee that he did not regard the naval policy as a partisan question, and this is now the view of administration leaders. Four caucuses were held last year, when the committee brought in a one-battleship bill, the "pork barrel" contingent in the House, led by Mr. Burnett, of the Public Building Committee, seeking to prevent authorization of even one battleship unless it went hand in hand with a public building bill of generous proportions.

The army appropriation bill, carrying \$94,244,000 for the support of the military establishment, went through the House to-day without material amendment, and the Military Academy bill, appropriating \$387,400, was passed in fifteen minutes. The agricultural bill, which appropriates \$18,917,000, was then taken up.

BOY PICKPOCKETS TRAPPED BY GIRL

Miss Spiegel Used as Bait by Police—Lads Tell of Rival Fagins.

The Bowery is staging an unusual reproduction of "Oliver Twist," to judge by information received yesterday by Captain Alonzo Cooper, of the Delancey street station. The character of Fagin will have two, possibly three, interpreters. David Kirch, thirteen years old, of No. 25 Hester street, and Abraham Rosen, twelve years old, of No. 47 Essex street, are to be believed. The lads were arrested last night, charged with trying to pick the pocket of Miss Rose Spiegel, of No. 200 Division avenue, Brooklyn.

Captain Cooper thinks that the lads are truthful and is of the opinion that there is a rate war on among the Fagins. One of them is splitting fifty-fifty with his henchmen—or henchboys—while the other, more generous, demands only 25 per cent of the spoils, in return for the lure of the "valuable finger" which he imparts.

Every day for weeks complaints of pocket pickings have reached the Delancey street station. They might still be pouring in if Miss Spiegel had not left her home in Brooklyn yesterday afternoon, accompanied by her sister Ethel, to visit an aunt in Manhattan.

A couple of weeks ago Miss Spiegel had been relieved of a gold watch and about \$125. When she reached the Bowery and Grand street she noticed a couple of boys jostling people, and remembering that this form of playfulness had been evident when her watch disappeared, she went to the police station and told her story.

Straightaway Miss Spiegel became one of the police. Armed with a handbag which housed suspiciously, but which was only filled with paper, she returned to the Bowery. The boys were still on the job, and when they saw that prosperous looking bag they trailed Miss Spiegel until they were collared by Detectives Jessup, McGee and Herbert.

The boys will be held as juvenile delinquents until the Fagins are rounded up.

SEEN FROM THE OMNIBUS Some Select Shops in the Fifth Avenue District

Along and above the street level in the many large buildings in Fifth Avenue and in the side streets, within a stone's throw from New York's leading thoroughfare, are numerous smart shops that cater to the well-informed. Announcements of some of the more important appear below. The habit of referring regularly to this department will be interesting and profitable.

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